

## SCENARIO NOTE

### Meeting between Minister of Infrastructure and Communities and Mayor of Montréal

<b>Date/Time:</b>	Thursday, February 15, 2018, 7:15 to 8:00 a.m.
<b>Location:</b>	Chateau Laurier, Wilfrid's Restaurant, 1 Rideau Street, Ottawa, Ontario K1N 8S7
<b>Subject:</b>	Meet and Greet with Mayor of Montréal
<b>Participants:</b>	<u>Infrastructure Canada (INFC)</u> The Honourable Amarjeet Sohi, Minister of Infrastructure and Communities [REDACTED] Office of the Minister of Infrastructure and Communities  <u>City of Montréal</u> Valérie Plante, Mayor of Montréal (Biography in <b>Annex A</b> )

#### Departmental Objectives

This will be your first meeting with the new Mayor of Montréal since her election in November 2017. This will provide an excellent opportunity to discuss shared infrastructure priorities between INFC and the City of Montréal, including the Réseau Express Métropolitain (REM) and the new Champlain Bridge.

#### Stakeholder Objectives

The Mayor of Montréal will be interested in hearing your views on how Montréal can work with INFC to prioritize municipal infrastructure initiatives, including public transit. She may want to get an update on the negotiation of the IBA with the Government of Quebec.

#### Context/Overview

Valérie Plante was elected Mayor of Montréal on November 5, 2017. She is the first-ever female mayor in Montréal's 375-year history. Her party, Projet Montréal, won 34 of the 65 seats on Montréal's City Council. You sent a congratulatory letter to Mayor Plante on December 4, 2017.

#### Montréal's 2018 Budget

The City of Montréal's 2018 budget is \$5.4 billion, an increase of \$270 million (5.2%) from 2017 (2018 Operating Budget at a glance available in **Annex B**). The budget focuses on housing, mobility and economic development. The 2018 municipal budget comprises over \$1 billion for public security, \$569 million for culture and recreation and \$250 million for water and sewage. The 2018 budget also includes a \$27.7 million increase from 2017 in public transit contributions to the new Autorité régionale de transport métropolitain, for a total of \$574 million.

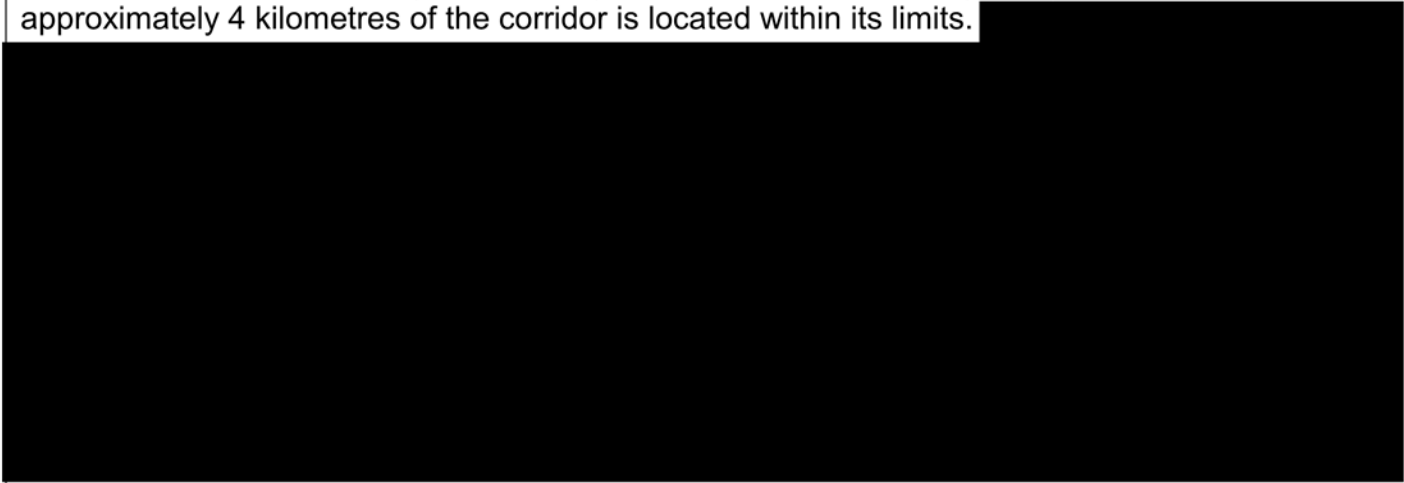
The 2018 budget also highlights a \$7.3 million increase in water infrastructure financing. The document emphasizes the urgent need for major investments in water infrastructure. Montréal's water infrastructure assets are valued at \$30 billion, and it is estimated that the cumulative maintenance deficit of 2017 is approximately \$3.5 billion and 11% of assets require major investments in the short term.

A list of INFC-funded projects in Montréal is included as **Annex C**.

Champlain Bridge project

As you know, the Government of Canada is building a new bridge to replace the existing Champlain Bridge. Given the current Champlain Bridge is at the end of its useful life, an ambitious timeline for the delivery of this project has been set (expected to be delivered in December 2018). However, recent events, some of which are outside the control of the private partner, have put pressure on the schedule. INFC is working with Signature on the St. Lawrence (SSL) on acceleration measures to maximize the chances of having the new bridge opening to traffic in December 2018.

INFC has been collaborating with the City of Montreal since the beginning of the project as approximately 4 kilometres of the corridor is located within its limits.




Regarding the existing bridge, the safety of the bridge remains a top priority for the Government. In 2017, Jacques Cartier and Champlain Bridges Incorporated (JCCBI) commissioned a report by a world renowned engineering firm to look at the level of risk on certain components of the existing Champlain Bridge, should it be necessary to keep the bridge open to traffic beyond December 2018. The firm recommended that work be undertaken on interior girders, pier caps and diaphragms, some of which JCCBI has already completed. As a matter of prudence, INFC requested that JCCBI undertake all of the work required to ensure the bridge remains in safe operating condition until June 2019.

Réseau Express métropolitain (REM)


Quebec has identified the REM project (\$6.33 billion) as a priority for funding under the Investing in Canada Infrastructure Program (ICIP).




On June 15, 2017, the Prime Minister announced a federal investment of \$1.28 billion in the REM project, subject to additional due diligence. On December 14, 2017, you wrote to Minister Leitão (Annex D)



On February 8, 2018, CDPQ Infra announced the two main consortia for infrastructure engineering, procurement and construction (Groupe NouvLR) and for provision of rolling stock and systems and operation and maintenance (Alstom and SNC-Lavalin). Construction is expected to start in April 2018.




CDPQ Infra and the Government of Quebec also has the opportunity to present the REM project to the CIB. Should the Bank accept to invest in the project, the Government of Quebec will be allowed to reallocate its funding towards other Phase II priorities.




#### Extension of the Montréal Metro

The extension of the Blue Line has been identified as public transit priority project by the Government of Quebec. The project would involve the construction of a 5.5 km tunnel and the addition of five stations from Saint-Michel to Anjou. According to the latest information available, the project would cost about \$3 billion. The Autorité régionale de transport métropolitain approved the project in September 2017.



#### The purchase of Hybrid buses

On January 15, 2018, the Government of Quebec and the City of Montréal confirmed the launch of the steps, as well as their financial support, for the acquisition of 300 additional hybrid buses by the Montréal Transit Corporation (STM), whose delivery is scheduled to begin in 2020. In terms of funding, the news release indicated that various government sources would fund the purchase of these buses.



## **Points to Register**

- I would like to congratulate you once again on your election as Mayor of Montréal.
- I would like to hear your views on Montréal's current and future infrastructure priorities and how we can work together along with the province of Québec and other provincial partners to advance mutual priorities.
- The Investing in Canada plan is a coordinated national strategy for achieving three key objectives: create long-term economic growth; improve the resilience of communities and transition to a clean growth economy; and improve social inclusion and socio-economic outcomes for all Canadians.
- As you may be aware, my department is in discussions with provinces and territories to sign a long-term agreement, which will support projects under four categories: (1) Public Transit, (2) Green Infrastructure, (3) Community, Culture and Recreation, and (4) Rural and Northern Communities infrastructure. We are aiming to sign an IBA with each province and territory by March 31, 2018.

### **If pressed on direct engagement with municipalities**

- Support for municipal projects is a priority for the Government of Canada, and we will ensure that there is a fair balance of municipal and provincial projects.

## **Champlain Bridge project**

- The project is progressing well with many elements completed and visible. We continue to work with Signature on the St. Lawrence and our stakeholders to help ensure that the project is implemented as intended with completion planned for December 2018.
- Infrastructure Canada has been working closely with the City of Montreal since the project was announced to ensure that it meets its needs as well as those of its citizens.
- We also continue to work with the Jacques Cartier and Champlain Bridges Incorporated (JCCBI), the operators of the existing Champlain Bridge, to ensure that it remains safe and in-service until the new bridge is open. JCCBI will be implementing the required measures to address concerns that were identified last fall.

## **Réseau Express Métropolitain**

- On June 15, 2017, the Government of Canada announced a contribution \$1.283 billion subject to further due diligence to support the REM. Last week, Minister Garneau reiterated our commitment.
- The Province of Quebec and CDPQ have the option to approach the CIB for potential investment in the project.



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- Should the Bank decide to move forward with an investment in the REM project, federal funds would be available for other transit projects prioritized by the Province.

If pressed on the extension of the Blue Line

- [REDACTED]
  - The Government of Quebec's allocations under the IBAs is \$5.2 billion for the Public Transit stream. [REDACTED]
- [REDACTED]

**Canada Infrastructure Bank**

- The Canada Infrastructure Bank was legally established in June 2017 as an arm's length Crown corporation.
- Janice Fukakusa was appointed Chair of the Bank in July 2017 and the members of the Board of Directors were appointed in November 2017. In December 2017, Bruno Guilmette accepted a position as interim Chief Investment Officer.
- The Bank will make investments in revenue-generating infrastructure projects that are in public interest, and seek to attract investment from private sector and institutional investors to those projects. It is a new and innovative partnership model between all levels of government, across all regions of Canada, leveraging the expertise of the private sector.
- The Government remains committed to working with the provinces and territories, municipal governments, Indigenous leaders and other partners to determine the best ways to invest, so that the benefits of investment can be felt by all Canadians.
- I encourage you to continue to consider the potential for projects that may align with the mandate of the Bank.

### **Smart Cities Challenge**

- I am thrilled to have seen communities like Montréal be on board and ready to participate in this challenge since day one.
- We are seeing community talking to their residents all across the country, networking, building partnerships and developing their applications.
- I noticed you have a dedicated site to preparing Montréal's bid ([www.makingmtl.ca](http://www.makingmtl.ca)) – this is fantastic to see.
- I am looking forward to watching the competition really heat up once applications are submitted on April 24, and posted online.

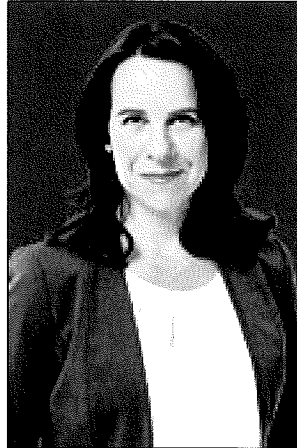
### **Annex A – Biography of Valérie Plante**

### **Annex B – City of Montréal 2018 Operating Budget at a glance**

### **Annex C – List of INFC-funded projects in Montreal, Montreal-West and Montreal-East**

### **Annex D – Letter to Minister Leitão regarding the REM Project**

**Valérie Plante**  
**Mayor, City of Montréal**



Valérie Plante was elected Mayor of Montréal on November 5, 2017.

She was first elected to Montréal's City Council in 2013 and served as leader of the opposition from December 2016 to November 2017.

Valérie Plante settled in Montreal 20 years ago as she started her Bachelor in Anthropology, and stayed in her adopted hometown as she completed a Master's in Museology and a Certificate in Multiethnic Intervention.

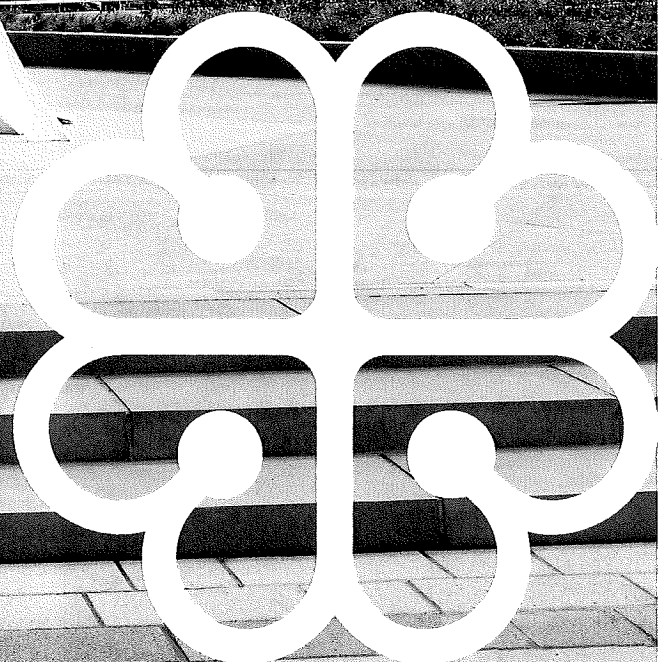
Since then, she has worked as project coordinator and communications coordinator in cultural, community and unionized sectors. Notably, she accompanied immigrant women victims of conjugal violence throughout the judicial process, gave self-defence classes to children and women, and organized training programs for young immigrant and Indigenous women throughout the country.

Ms. Plante also sat on various boards such as the Groupe Femmes Politique et Démocratie. The mother of two young boys joined Projet Montréal to emphasize the metropolis' unique character by honouring its cultural, linguistic and historical richness.

# Building Tomorrow's Montréal

## Montréal 2018 Budget

Operating Budget  
At a Glance





Cover page:  
*Source* by Jaume Plensa

With the permission of  
Mr. Jaume Plensa,  
Mrs. France Chrétien Desmarais  
and Mr. André Desmarais,  
October 2017.

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This document is the tabled  
version of Montréal's 2018  
Operating Budget At a Glance.

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# Message from the Mayor



When people made their choice on November 5th, they sent us a clear message. They told us not to lose sight of their priorities, namely to invest in the services and infrastructure that make a difference in their daily lives. This is the direction we have taken with this administration's first budget, which will

allow us to start building the city of tomorrow.

Our city, which is being transformed through technological, demographic and climatic changes, must also make room for new businesses, new approaches and newcomers. We are building a city for all Montrealers - those who have been established here for many years and those who chose to settle here and participate in its economic, cultural and social momentum. It is for all these people that we must prepare Montréal for the challenges of tomorrow. It is for them that we have to offer safe living environments where they can grow and participate. We also need to provide challenging and innovative professional environments.

## The choice of services

Immediately upon taking office, we were informed about the state of city's public finances and we made choices that will enable us to offer the services which citizens expect and deserve. All this, while catching up on decades of underinvestment in our infrastructure and our road and public transportation networks.

We are respecting our commitment with regards to property taxes in order to meet general needs, while enhancing support programs so that Montrealers can more easily become homeowners. As soon as the green light is given by the Government of Quebec, we will implement a new program which will support the creation of social and community housing units. We also have an obligation to make an additional effort in order to maintain our water infrastructure, which is currently in very poor condition and requires a major increase in investments.

Montréal taxpayers bear a heavy financial burden and we have an obligation to offer the best possible services. These services which are at the heart of the priorities and decisions of our administration, are mainly offered in the boroughs. We will always make sure to mobilize and provide adequate resources in order to focus on these priorities.

We have also taken the necessary actions to create financial leeway that will allow us to provide Montrealers with efficient and quality services. We believe that it is possible to increase mobility and access to homeownership while developing more family-friendly, attractive and safe living environments for all.

Over the next four years, we will ensure that the interests of citizens are our top priority. Improved financial management and priority spending and investments will ensure that this goal is met. With this budget, we are taking the first step in this direction.

A stylized, handwritten signature in black ink, belonging to Valérie Plante.

Valérie Plante  
Mayor of Montréal



# Message from the Chairman of the Executive Committee



When the Mayor of Montréal entrusted me with the task of completing the preparation of the budget which was initiated by the previous administration, my main challenge was to provide sufficient leeway in order to reorient our efforts towards the priorities of the population.

Our administration became aware of the budgetary situation and worked to develop a budget of \$5,472.2 million, up 5.2% from 2017. The real increase is 2.7% or \$139.5 million, while excluding two particular expenses: one related to the "Réflexe Montréal" agreement and secondly, one relative to the effects of transition measures for pension plans. Since nearly 70% of municipal revenues come directly from the taxpayers, our capacity for action is limited. That's why we are fully aware of the importance of making the right choices to start building the Montréal of tomorrow.

This budget illustrates the will of our administration to ensure that the boroughs can offer quality local services. We have indexed their transfers by 1%. In collaboration with the boroughs, we will ensure that the Ville de Montréal preserves its coherence of action, while applying the budgetary discipline necessary for the proper management of public funds.

In addition, we have made efforts to optimize our resources, which have the effect of stabilizing the central services budget. The Five-Year Workforce Plan, whose performance will be re-evaluated, will generate savings of \$9.7 million in personnel costs. Pay increases and indexing of other groups of expenses will be covered by the budgets of these services. The total budgetary constraint of central services therefore amounts to \$82.2 million.

We will ensure that the projects that will be proposed to our citizens will be based on studies which demonstrate their long-term viability and allow us to better plan the economic development of Montréal. We will also ensure that the projects and events that will be put forward are beneficial in order to offer the maximum tangible results for Montrealers.

Housing, as well as public transit, is a cornerstone of Montréal's economic and social development. Major investments are therefore necessary.

Starting this year, our administration will invest \$10.5 million in order to help families access home ownership, which represents \$21 million on an annual basis. This investment will allow more Montrealers than ever to benefit from the subsidy program to acquire a home.

We are also aware of the importance of the rental market, since more than 60% of residents are tenants. That's why we are investing an additional \$1 million to build a 30-person cleanliness brigade. 13 additional people will be added to the current team in order to ensure that tenant households have access to quality housing. With these new resources, we will systematically and diligently tackle the very real and recurrent problem of housing insalubrity.

A large part of the 2018 budget is devoted to a major issue for Montrealers, namely mobility. Our contribution to the Autorité régionale de transport métropolitain will increase by \$27.7 million in order to better meet the needs of users. We have also reorganized resources to begin building the mobility squad, which will allow us to have a more coordinated and comprehensive approach to traffic issues.

Moreover, thanks to our status as a metropolis, we will invest, as early as this year, \$30 million to set up programs to support the economic development of our city. We will also set up a merchant assistance program for business owners negatively impacted by construction projects.

Our administration is also announcing its firm intention to build the Montréal of tomorrow with a more representative diverse workforce which better represents Montréal's reality. Over the next year, we will invest \$1.5 million in order to help more Montrealers have access and be able to join our public service.

We are aware of the additional effort we are asking of taxpayers in order to have safe infrastructures, and that is why elected officials will have to lead by example. Elected officials will be the only employees in the City who will not receive a salary increase and will see some of their social benefits cut.

In this transition budget, we made choices for the future of our city. These choices not only reflect our values, but also the necessary efforts required so that Montréal can move forward and make up for delays accumulated over past years.

A stylized handwritten signature in black ink.

Benoit Dorais  
Chairman of the Executive Committee

# 2018 Highlights

- A **\$5,472.2 M** budget for 2018, up **\$270.5 M** or **5.2%** from 2017.
- Excluding the increase in two special expenditures, namely \$30 M for the new “Réflexe Montréal” agreement (economic development component – the City receives an equivalent income of \$30 million), and the expenditure regarding the effects of the strategies pertaining to transitional measures for pension plans and the change in the Québec Sales Tax, totaling \$101 M, expenditures would rise by **\$139.5 M** or **2.7%** compared to 2017.
- A **\$24.7 M**, or **2.9%** increase in borough budgets.
- Stability in central services financing is ensured, except for:
  - a \$25.2 M increase in the public security budget;
  - a \$7.3 M increase in water infrastructure financing;
  - New expenditures of \$46 M funded by equivalent revenues mainly from the provincial government (Réflexe Montréal, AccèsLogis, Rénovation Québec).
- A **\$40 M** increase in capital works payments, namely \$31.5 M for water-related activities and \$8.5 M for other activities.
- Tax increase for general purposes is **1.9%** for residential and **2.1%** for non-residential properties.
- An **increase in water revenue, in order to make up the major deficit in water infrastructure investments**, namely a **1.1%** increase in residential property taxes and a **0.8%** increase for non-residential properties.
- Overall compensation totals **\$2,330.6 M**, up **\$31.3 M** from 2017. It represents **42.6%** of the 2018 budget, compared to **44.2%** in 2017.
- The ongoing five-year workforce reduction plan (PQMO) will yield a net reduction of **110.7 person-years** for 2018, saving \$9.7 M.
- The borough financing reform initiated in 2015 continues in 2018, with an extra credit adjustment of **\$11.7 M**.
- A **\$27.7 M** increase in public transit contributions, to be paid to the new *Autorité régionale de transport métropolitain (ARTM)*.
- The total public security budget is **\$977.5 M**, of which **\$647.3 M** are for the Service de police de la Ville de Montréal (SPVM) and **\$330.2 M** for the Service de sécurité incendie de Montréal. These amounts represent a \$25.2 M increase, compared to 2017, and include the impacts of the new collective agreement signed with police officers as well as the agreement reached with firefighters following the restructuring of their pension plan.
- For the first time, the public security budget will exceed **\$1 B**, reaching **\$1,022.29 M**. Added to the public security budget of \$977.5 M is building maintenance and operating expenditures and rolling stock expenditures related to this activity.
- The amount of **\$138.4 M** is budgeted for municipal roadwork, including **\$96.9 M** for borough budgets.
- Snow removal expenditures totaling **\$163.3 M**, a \$6 M increase compared to the 2017 budget, due in part to the indexation of contracts and compensation, and to additional credits of \$1.5 M for sidewalk salting.
- The amount of **\$157.5 M**, a **\$1.7 M** increase, for the residual waste management. This small increase is the result of rigorous control of various amounts in collection contracts.
- Recreation and culture-related activities will receive an additional \$9.8 M, mainly as a result of an increase in related borough budgets. This amount also includes the higher contribution to the Conseil des arts de Montréal (\$2.5 M) and to the Musée d'archéologie et d'histoire de Montréal (\$745,000).
- A \$7.4 M increase in housing program credits for 2018.

- A total sum of **\$1.5 M** will be invested in a professional sponsorship program on diversity (a **\$1 M** increase), including **\$0.5 M** in extra funding expected from Emploi-Québec.
- The amount of **\$1 M** will be allotted for a housing cleanliness brigade.
- A worksite supervision brigade will also be created in order to improve mobility in the city.
- Additional **\$1.1 M** credits are provided for security at the Jardin botanique and the municipal court, and **\$1.7 M** to bring fire stations to standards.

# Strategic Investments in Our Water Infrastructure

The supply of clean drinking water to Montreal is strategic and vital. It is a question of safety and of public health.

Our water infrastructure urgently needs major investments. If we do not fix the situation, future generations will suffer and will have to pay an ever-increasing bill. At the rate things are going, the current investments do not even allow us to catch up.

The cumulative maintenance deficit of 2017 is approximately \$3.5 billion and 11% of assets require major investments in the short term.

With this budget, we are taking steps to ensure a safe supply of water for Montrealers, while aiming to achieve the targets of the Québec strategy for drinking water conservation and saving on long-term maintenance costs. Keep in mind that an emergency repair on a water line is ten times more expensive than when planning the work.

## Water infrastructures, in brief:

- Assets valued at \$30 billion;
- 6 drinking water production plants;
- 14 reservoirs;
- 770 km of primary water mains;
- 3,600 km of secondary water mains;
- 4,300 km of secondary sewer lines;
- 550 km of sewers and outfalls;
- 90 km of interceptors;
- 2 wastewater treatment plants.

In order to maintain the current level of service, we are obliged to substantially increase investments over the next few years. In fact, to maintain the state of water infrastructure, catch up with the city's backlog and meet legislative requirements, our investments must grow by 65%.

As a result, financial and human resources are required to carry out preliminary analysis and studies that will ensure a better diagnosis of the state of our assets as well as carry out maintenance and emergency work.

It is important to underline the city's obligation to meet the government of Québec's requirements, which includes maintaining a high level of drinking water quality, modernizing drinking water treatment plants and limiting the amount of untreated sewage into waterways.

The projects are numerous, complex and expensive, but they are necessary. We must act as a good responsible manager to provide the necessary funds for the benefit of future generations.

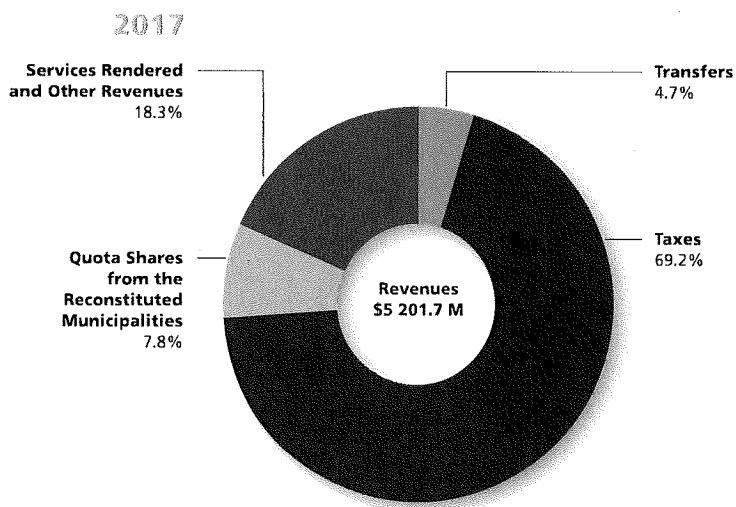
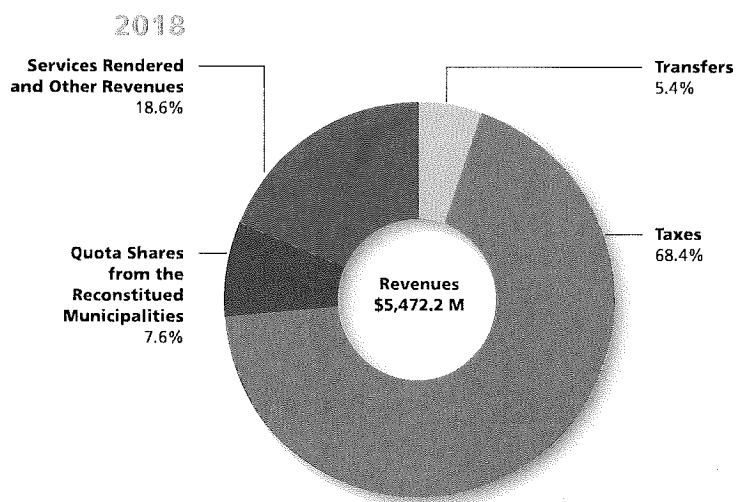
## How Are City Revenues Generated?

Montréal's 2018 revenues will come primarily from property taxes totalling \$3.7 B and representing 68.4% of the city administration's total funding (69.2% in 2017).

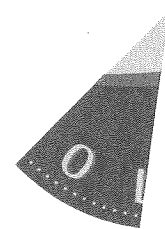
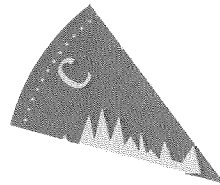
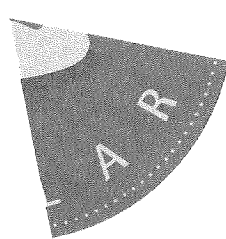
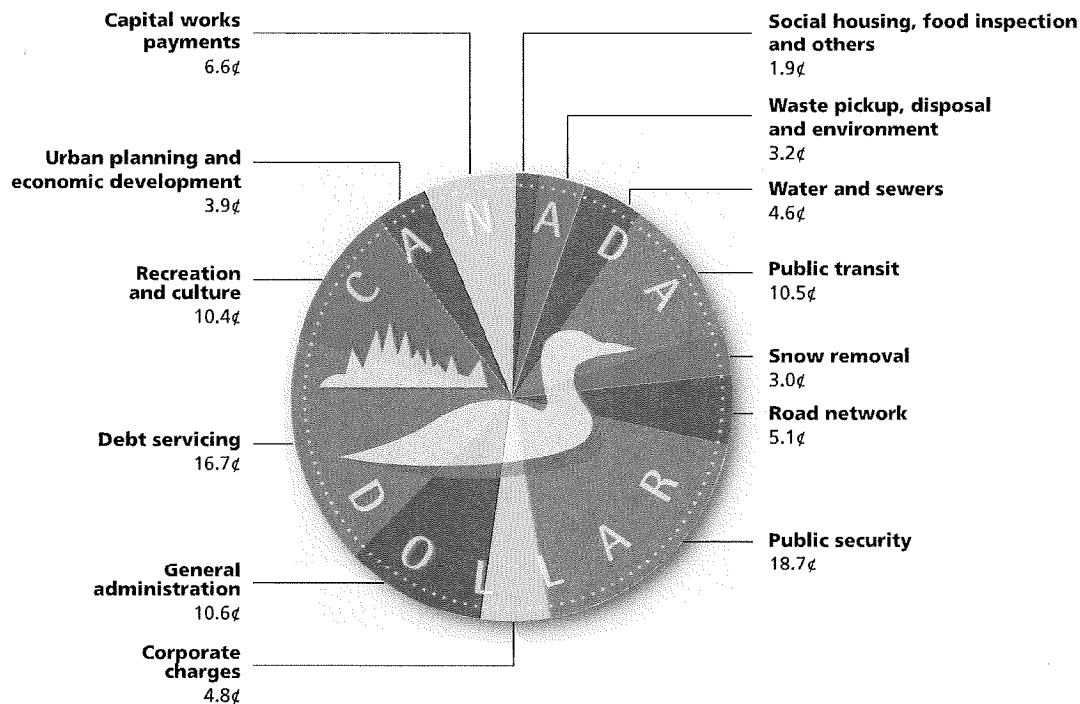
Service fees and other revenues are projected to stand at \$1 B and represent 18.6% of the total. Transfer revenues—grants from the higher levels of government and various agencies—amount to an expected \$292.4 M (5.4% of the total).

Under *An Act to amend various legislative provisions concerning Montréal* (RSQ 2008, c. 19), "urban agglomeration expenditures will be financed by aliquot (quota) shares required from the related municipalities." Quota shares charged to related municipalities are expected to stand at \$417.6 M (7.6% of Montréal's revenues).

All these revenues have been earmarked for funding expenses associated with local municipal and agglomeration areas of responsibility. Montréal, as the central city, is responsible for administering the agglomeration's financial responsibilities on behalf of all its related municipalities.



# Your Taxes Are Important



<b>Public security</b>	<b>18.7¢</b>
Police	12.0¢
Fire safety	6.4¢
Civil security and others	0.3¢

<b>Recreation and culture</b>	<b>10.4¢</b>
Swimming pools, parks and playing fields	3.9¢
Community centres	1.5¢
Libraries	1.7¢
Heritage, museums and exhibition centres	1.4¢
Skating rinks	0.7¢
Others	1.2¢

<b>Corporate charges</b>	<b>4.8¢</b>
Pension plans	2.4¢
Contingencies, pay equity and others	2.4¢

<b>General administration</b>	<b>10.6¢</b>
City council	1.1¢
Law enforcement	1.3¢
Financial management	5.1¢
City clerk and property assessment	0.6¢
Human resource management	1.2¢
Management and operations, services and boroughs	1.3¢

# Changes in Overall Taxation

The following chart presents changes in overall taxation for Montreal taxpayers by borough, including the impact of changes in borough taxes.

Individual taxpayer's tax bills could fall or rise to different extents depending on changes in the value of their property compared to that of other Montréal properties.

## Change in total tax charges between 2017 and 2018, by borough, residential and non-residential properties

Boroughs	Residential properties				Non-residential properties			
	General tax charges <sup>1</sup>	Borough service taxes	Water tax	Overall tax charges <sup>2</sup>	General tax charges <sup>1</sup>	Borough service taxes	Water tax	Overall tax charges <sup>2</sup>
Ahuntsic-Cartierville	2.4%	0.1%	1.1%	3.5%	2.2%	—	0.8%	3.0%
Anjou	0.7%	1.2%	0.9%	2.8%	1.0%	0.3%	0.9%	2.2%
Côte-des-Neiges-Notre-Dame-de-Grâce	3.0%	0.1%	1.1%	4.2%	2.9%	—	0.6%	3.5%
Lachine	1.1%	—	1.0%	2.1%	2.0%	—	0.9%	2.9%
LaSalle	1.8%	(2.2%)	1.1%	0.7%	1.8%	(0.5%)	0.9%	2.2%
L'Île-Bizard-Sainte-Geneviève	1.4%	0.1%	1.0%	2.5%	2.2%	—	0.6%	2.8%
Mercier-Hochelaga-Maisonneuve	2.5%	0.2%	1.0%	3.7%	1.6%	—	0.8%	2.4%
Montréal-Nord	0.3%	0.1%	0.9%	1.3%	1.5%	—	0.8%	2.3%
Outremont	2.8%	0.6%	1.1%	4.5%	5.5%	0.1%	0.7%	6.3%
Pierrefonds-Roxboro	1.8%	0.2%	1.0%	3.1%	2.7%	—	0.8%	3.6%
Plateau-Mont-Royal (Le)	2.1%	—	1.1%	3.2%	3.2%	—	0.8%	4.0%
Rivière-des-Prairies-Pointe-aux-Trembles	1.8%	0.1%	1.0%	2.8%	2.2%	—	0.8%	3.1%
Rosemont-La Petite-Patrie	3.2%	1.3%	1.1%	5.6%	3.6%	0.3%	0.8%	4.6%
Saint-Laurent	0.0%	0.7%	1.0%	1.7%	(0.1%)	0.2%	0.9%	0.9%
Saint-Léonard	0.2%	0.2%	1.0%	1.4%	1.2%	—	0.9%	2.2%
Sud-Ouest (Le)	2.2%	0.2%	1.0%	3.4%	3.7%	—	0.8%	4.6%
Verdun	1.1%	0.2%	1.1%	2.4%	2.4%	—	0.8%	3.3%
Ville-Marie	1.9%	0.1%	1.1%	3.2%	2.2%	—	0.9%	3.1%
Villeray-Saint-Michel-Parc-Extension	2.8%	1.6%	1.1%	5.4%	3.0%	0.3%	0.8%	4.2%
<b>VILLE DE MONTRÉAL</b>	<b>1.9%</b>	<b>0.3%</b>	<b>1.1%</b>	<b>3.3%</b>	<b>2.1%</b>	<b>0.1%</b>	<b>0.8%</b>	<b>3.0%</b>

— Minimal data

1. "General tax charges" include general property taxes, the road taxes, fiscal user fees and borough investment taxes. They exclude changes relating to water taxes and borough service taxes.

2. Totals may not equal the sum of their parts due to rounding.

Source: compilation updated September 14, 2017 and based on 2017 and 2018 tax parameters.

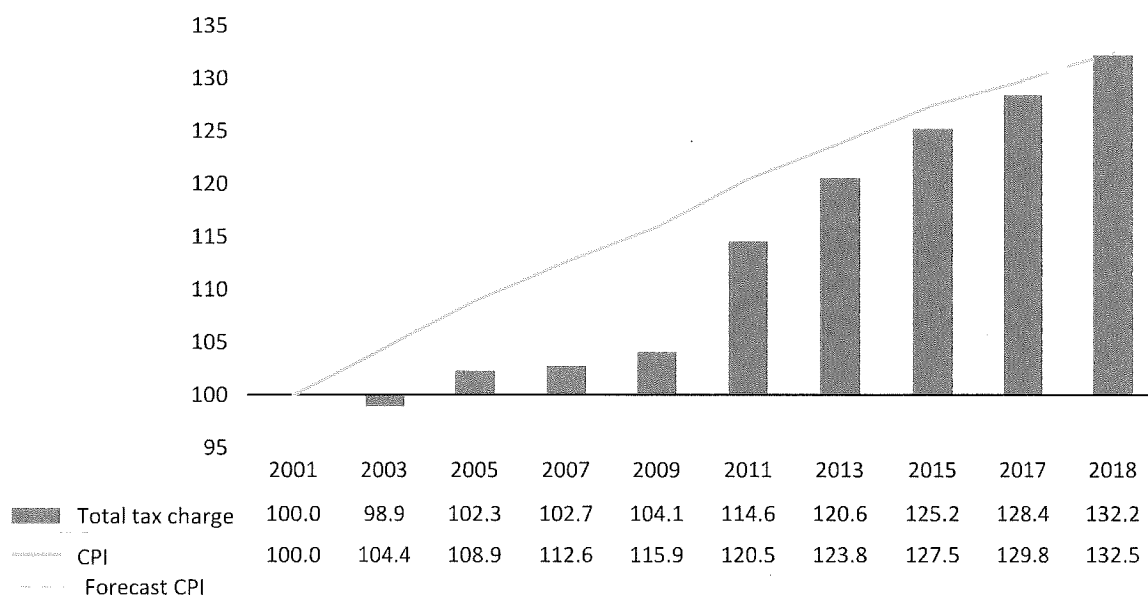


## Total Tax Changes Since 2001

The following graph presents changes in total taxes paid by Montréal taxpayers and consumer price indexes since 2001.

### Evolution of total tax charge<sup>1</sup> and consumer price indexes<sup>2</sup>, between 2001 and 2018

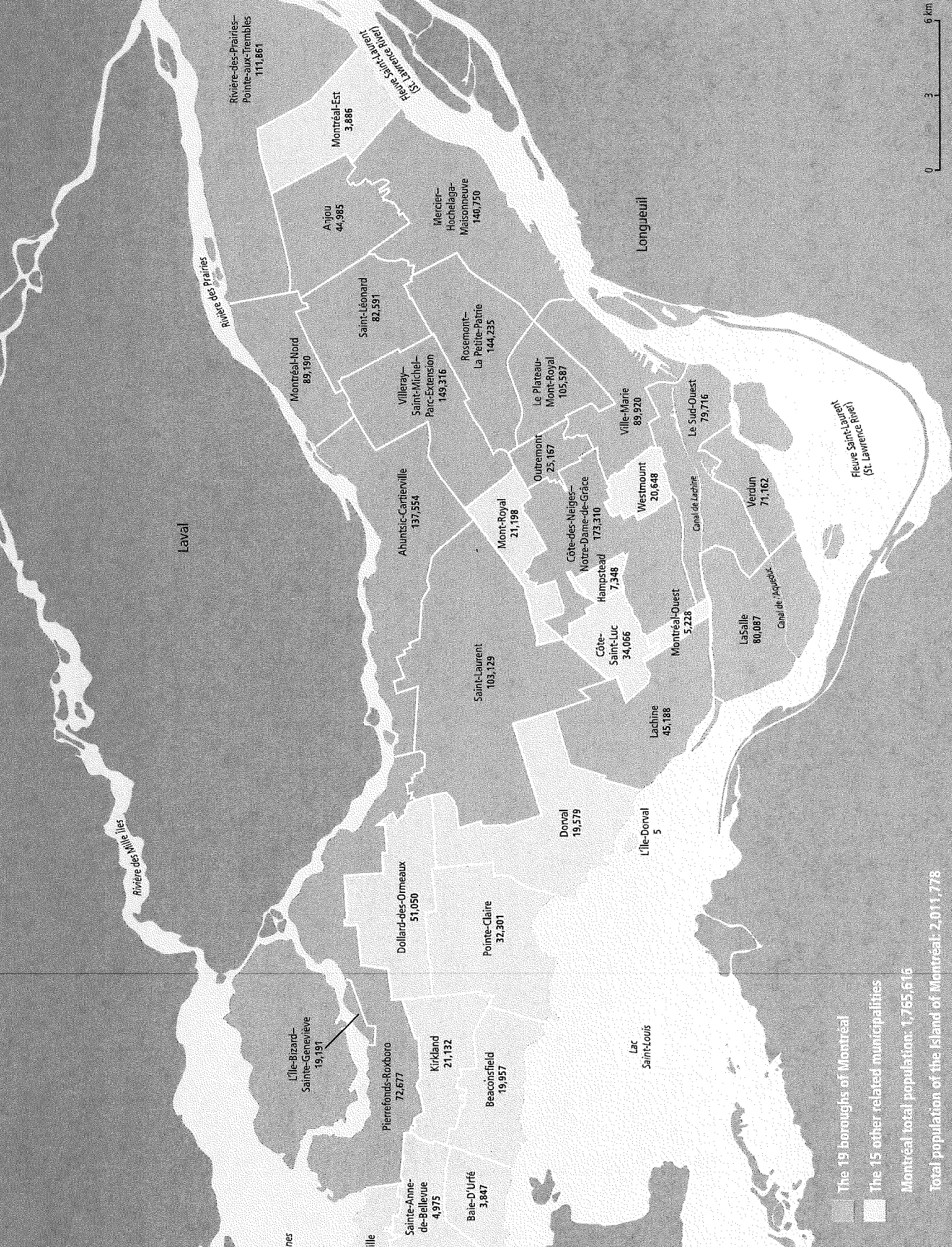
Index (2001 = 100)



1. The total tax charge index measures the changes in the general property tax, fiscal user fees, borough service taxes and water and road taxes.

2. Source: Institut de la statistique du Québec and Statistics Canada.

# The Island of Montréal and its Population



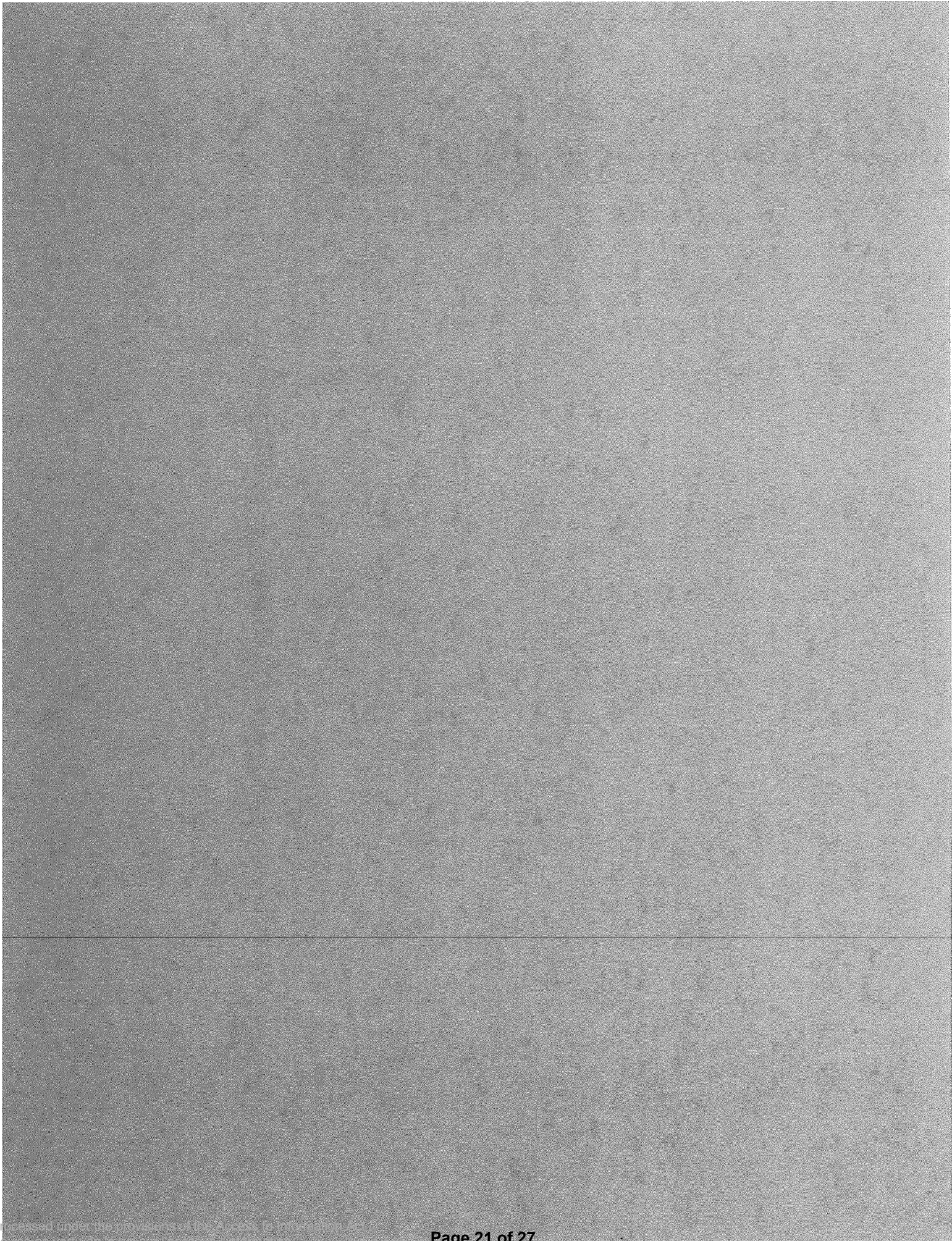
## The Rebirth of Montreal

## The 15 other related specialties

Menşel total populyon: 172,616

**Total population of the Island of Montréal: 2,011,778**







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**List of INFC-funded (Public and Approved) projects in Montreal, Montreal-West and Montreal-East\***

Program	Location	Standardized Category	Title (EN)	Total Eligible Cost	Program Contribution	Approval Date	Announcement Date
SCF	Montréal-Ouest	Wastewater	Replacement of wastewater pipes and sewage separation	\$855,600	\$285,200	2017-02-15	2018-01-16
SCF	Montréal-Est	Wastewater	Wastewater collection system rehabilitation in Montreal East	\$7,053,525	\$2,351,175	2016-06-16	2017-12-15
PTIF	Montréal	Public Transit	Construction of a Station in Mirabel (Preliminary Study)	\$147,194	\$73,597	2017-06-09	2017-12-15
PTIF	Montréal	Public Transit	Rehabilitation of Vendôme – MUHC Platform	\$682,500	\$341,250	2017-06-09	2017-12-15
PTIF	Montréal	Public Transit	Rehabilitation of tracks at the Lachine Maintenance Centre	\$945,083	\$472,542	2017-06-09	2017-12-15
PTIF	Montréal	Public Transit	Measures to Improve RTM System Safety – Vehicle Fleet	\$918,750	\$459,375	2017-06-09	2017-12-15
PTIF	Montréal	Public Transit	Purchase of a PyroLance System for the Fire Prevention Vehicle	\$85,000	\$42,500	2017-08-14	2017-12-15
PTIF	Montréal	Public Transit	ITS Measures and Client Information – Chrono Phase 4 – Development and New Functionalities	\$1,450,000	\$725,000	2017-06-09	2017-12-15
PTIF	Montréal	Public Transit	ITS measures and client information – Chrono Phase 5	\$4,725,000	\$2,362,500	2017-06-09	2017-12-15
PTIF	Montréal	Public Transit	VISSIM licence	\$35,000	\$17,500	2017-06-22	2017-12-15
PTIF	Montréal	Public Transit	Chrono Phase 6 - Integration of GIRO-Hastus and GIRO-ACCES components	\$5,135,000	\$2,567,500	2017-09-28	2017-12-15
PTIF	Montréal	Public Transit	CRM (customer relationship management) - Standardization of Customer Service Management	\$1,110,000	\$555,000	2017-09-28	2017-12-15
PTIF	Montréal	Public Transit	Mobile App v2	\$1,775,000	\$887,500	2017-08-28	2017-12-15
PTIF	Montréal	Public Transit	Standardization of the Signage	\$500,000	\$250,000	2017-08-28	2017-12-15
PTIF	Montréal	Public Transit	Wi-Fi Development Analysis and Business Plan	\$670,000	\$335,000	2017-08-28	2017-12-15
PTIF	Montréal	Public Transit	Construction of Service Buildings for Customers	\$7,500,000	\$3,750,000	2017-08-28	2017-12-15
PTIF	Montréal	Public Transit	Addition of 2 Bike Stations	\$1,535,000	\$767,500	2017-08-28	2017-12-15
PTIF	Montréal	Public Transit	Measures to improve AMT system safety – Integrity of installations	\$1,823,928	\$911,964	2017-06-09	2017-11-13

## ANNEX D

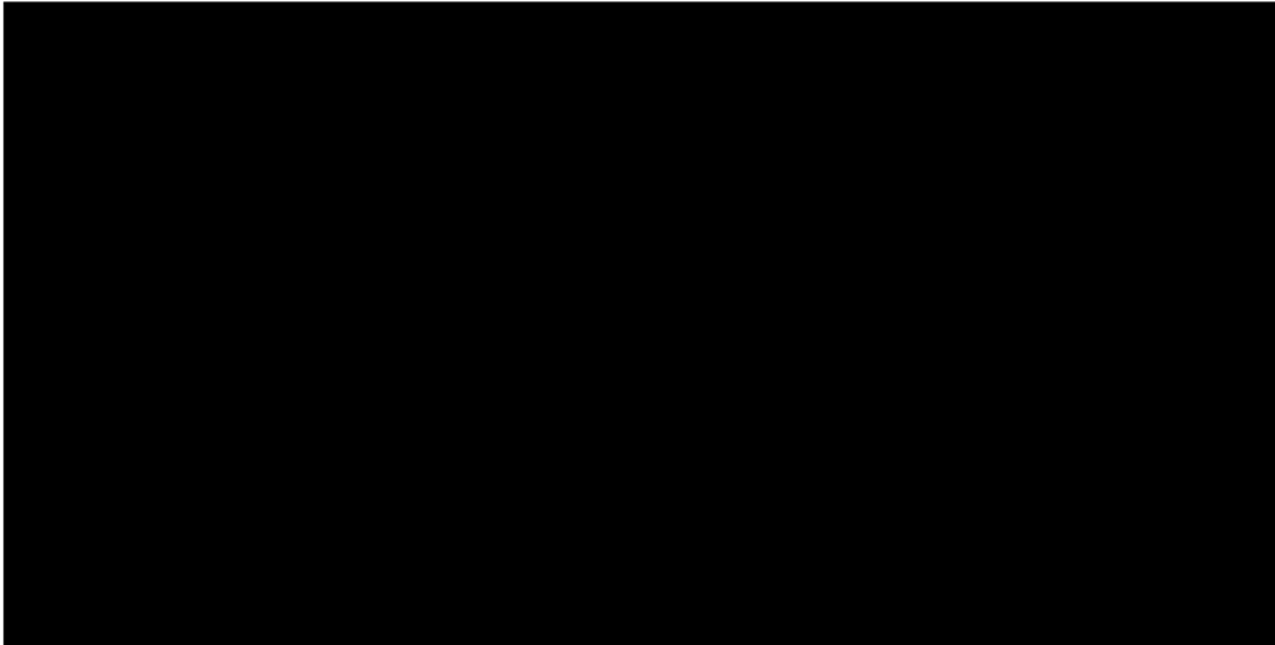
PTIF	Montréal	Public Transit	RTM buses – Preferential measures – Reserved lane for Highway 132	\$556,500	\$278,250	2017-06-09	2017-11-13
PTIF	Montréal	Public Transit	Chrono - Equipment purchase phase and first wave in the installation of the operating assistance and passenger information system (SAEIV) on RTM buses	\$12,210,000	\$6,105,000	2017-08-28	2017-11-13
PTIF	Montréal	Public Transit	Reconstruction of bridge 1.4 M&O - construction phase	\$4,600,000	\$2,300,000	2017-08-28	2017-11-13
PTIF	Montréal	Public Transit	Châteauguay parking and terminus - studies	\$178,000	\$89,000	2017-08-28	2017-11-13
CWWF	Montréal	Drinking Water	Water pipe replacement	\$99,974,288	\$49,987,144	2017-02-17	2017-04-18
CWWF	Montréal-Ouest	Drinking Water	Renewal of water pipes	\$1,738,193	\$869,096	2017-01-20	2017-04-18
PTIF	Laval; Longueuil; Montréal	Public Transit	Rehabilitation of subway network infrastructure (Phase 1 of Réno-Infrastructures project)	\$105,100,000	\$49,900,000	2016-07-05	2016-07-05
PTIF	Laval; Longueuil; Montréal	Public Transit	Rehabilitation of fixed equipment from the subway network infrastructure (Phase 4 of Réno-Infrastructures project)	\$91,300,000	\$45,700,000	2016-07-05	2016-07-05
PTIF	Laval; Longueuil; Montréal	Public Transit	Rehabilitation of subway network infrastructure (Phase 2 of Réno-Infrastructures project)	\$40,400,000	\$20,200,000	2016-07-05	2016-07-05
PTIF	Laval; Longueuil; Montréal	Public Transit	Rehabilitation of subway cars	\$35,000,000	\$17,500,000	2016-07-05	2016-07-05
GIF	Montréal	Solid Waste Management	Biomethanization and composting in Montreal	\$264,786,790	\$67,068,916	2017-03-10	2010-02-01



Mr. Carlos Leitão  
Quebec Minister of Finance  
Government of Quebec  
12 Saint-Louis Street, 1st Floor  
Quebec City, Quebec G1R SL3

Dear Minister:





Finally, I would like to remind you that the Canada Infrastructure Bank will soon be operational and would like to invite the Government of Quebec and CDPQ Infra to present the REM project as soon as possible. The Bank will then be able to review the project independently and make a decision on its potential financial participation, using an innovative approach to infrastructure funding. In the event that the Bank agrees to fund the REM project, funds committed as part of a traditional repayable contribution could be reinstated in Quebec's allocation to the Invest in Canada Infrastructure Program.

Please accept my best wishes.

Yours sincerely,

Amarjeet Sohi, P.C., M.P.

c.c. Luc Monty, Assistant Deputy Minister  
Quebec Department of Finance

Jean-Marc Fournier  
Minister responsible for Canadian Relations and the Canadian Francophonie